

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

A SUGGESTION.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR.—The near approach of the day when the remains of our beloved sovereign will be laid in their last resting place leads one to consider how that day should be observed here. No doubt the ceremony, in which the Garrison, Volunteers and Freemasons are to take part, and the memorial services at the Cathedral will be of a nature quite fitting the solemn occasion, but there are other things which, in my humble opinion, should occur to complete our mark of respect. Of course the official departments, banks and business firms will be closed, but that is not all that should be done. Permit me therefore to suggest that it would be a graceful act if all the clubs (without exception) voluntarily closed for the whole day; that the hotels and saloons be requested to close their bars and billiard rooms. The Regimental Canteens, Royal Naval Canteen and Soldiers' Club should also fall within this category. In addition to this every shop and place of business in the Colony, Chinese and otherwise, should be ordered to be closed entirely for the transaction of business, excepting the markets, which might be allowed to open for say one hour—6 to 7 a.m. Of course it is understood that no place of amusement, including native, should be tolerated.

I make the above suggestion, Mr. Editor, thinking it is but due to the memory of a good, great and beloved ruler and I sincerely trust that the powers that be will carry them out.

Yours faithfully,

Hongkong, January 26th, 1901.

BOXING.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

Naval Depot,
Kowloon, January 26th, 1901.

SIR.—In connection with the last boxing contest in the City Hall, between Joe Riley and Roger Mustoe, and with particular reference to my challenge to engage the winner, I would like to ask if you will announce in your valuable paper that so far I have not yet received any reply from Mustoe. As I went into training (the expenses which are heavy), I cannot afford to wait any longer, so I have therefore arranged to challenge him to meet at an early date. We mutually agreed not to meet until the end of this month, owing to the lamentable death of Her Most Gracious Majesty.

Trusting that I do not trespass too much on your space and thanking you in anticipation.

I am,

Yours, &c.,

CON. SHEENAN.

CANTON NOTES.

(From Our Own Correspondent.)

CANTON, January 24th.

Up to twelve o'clock to-day the only flag at half-mast was the flag of the U.S. Consulate. The flag at the British Consulate was not lowered because no official notice had been received. Of course every one knew that the beloved queen had passed away, and it seemed a little strange that the British flag should still be flying at the top of the flag-staff.

ROBBERIES.

It is impossible to report all the robberies that are heard of. Sometimes a dozen are reported in twenty-four hours. The robbers generally escape with their plunder. At Wong Sha, just west of the city, some of the gang were not so fortunate. On Tuesday last, two or three men attempted to rob a house and carry away a young girl. The master of the house, who was alone, resisted, and the robbers, who were armed, were secured and handed over to the Nam Hoi, and to-day they are hanging in cages near the house they attempted to rob. Not often is punishment meted out so promptly.

In the city the robbers have of late been turning their attention to the gambling dens. No less than ten of these houses have been robbed during the last week. The way in which the robbery is effected is about the same in every instance. A dozen or more well-dressed men enter the house to gamble, and gradually take possession of all the space round the table, then suddenly seize upon the money and escape.

WOMEN DETAINED.

A telegram was received a few days ago by the Customs to the effect that twenty or more women had left Ng Chau for Canton under suspicious circumstances. A launch was dispatched to meet the boat from Ng Chau and convey it to Canton. No satisfactory information could be obtained why these women had come to the city, and the authorities handed them over to the Kwong Sai Hospital to be detained there until information can be had from Ng Chau. It is supposed that these women have been enticed away from their homes by those who wish to dispose of them for immoral purposes. Should these suspicions prove correct, the women will be returned to their homes.

THE JELEBU COMPANY.

MR. DUNMAN'S SPECIAL REPORT.

The following is the special report of Mr. W. Dunman on the present condition of the Jelebu Mining and Trading Co. Ltd., submitted to the meeting of the Board of Directors on 18th inst.

The Company's business is of a two-fold nature, lode-mining and alluvial. What is known as the Rin Lode is part of a block of hilly land—500 acres in extent on the north bank of the Glan Lode Valley—5 miles from Kwala Klawang and 30 miles from Seremban, the terminus of the railway to Port Dickson. The property is on the Government main road and is therefore easily accessible.

Rin Lode No. 1, driven at adit level 100 feet; at 150 level, driven 60' east and 60' west; at 160 level, driven 60' east and 60' west.

Rin Lode No. 2, driven at adit level 350 feet; at 110 level, no work done; at 160 level, driven 70' east and 40' west; west surface workings driven 320 feet.

Rin Lode No. 3, driven at adit level 40' west.

Rin Lode No. 4, Surface working, 40' at the main shaft is between Nos. 2 and 3, lodes at the surface and is sunk to a depth of 150'.

The Lodes average nearly 3 feet in thickness, and are clearly defined and in solid granite.

No stopping has yet been done on these lodes.

Owing to the collapse of the poppet legs at the main shaft in May last, no stone since then has been sent to the battery, and of course all further sinking has been stopped.

New poppet legs are now being constructed, and work here should be resumed by 31st March. The winding gear is not of a good type (single cylinder). It is difficult to work, and requires the personal attendance of an European engineer. This will be remedied.

The amount of stone to yield in these lodes is very considerable and may be estimated at 60,000 tons, say five years' supply for a 30 head battery.

The mine pump is at present at Singapore being repaired.

Glan Lode.—Crosses the Rin Valley about 1000 yards south of the No. 1 Rin Lode. Work was first started on it in May last, since when 240' have been driven. It averages over three feet

in thickness. There are about 15,000 tons of stone in sight, enough to keep 30 head going for a year. This reef runs through decomposed granite. The drive is just above the battery level. At the battery and a winch has been sunk 27' on the reef to water level, in order to follow the lode under the Rin Valley to pick it up on the other side.

To fully develop this lode a shaft will have to be sunk, necessitating winding gear, pump, &c.

Paku Lode.—The existence of this reef has been known for some time, and it is situated about half a mile up river from the battery and is now being prospected. The reef is about 5' in width and gives a very favourable appearance.

All the reefs dip about 1 in 4 to the North and run parallel almost East and West.

There is every probability that these lodes run through the entire length of the property, and that further prospecting will bring to light many other reefs.

The quality of the ore throughout is low-grade, from 62 to 65% gross, and includes some 10% of wolfram, which, owing to its greater specific gravity, cannot be separated from the ore. There are also arsenical pyrites and sulphur, which, however, can be removed by roasting.

Installation. There are 20 head of stamps in working order. The ore is being treated by two free vanners and six more are now being put in position, replacing a number of buddles, the whole being worked by a 25 H.P. engine.

A new roasting furnace has just been completed.

Management. Besides Mr. Burns, the mine manager, there are a tin dresser, two miners, and an engineer. From what I have seen of the mining work, the erection of works of the Battery, and all other details, I have no hesitation in saying that Mr. Burns and his staff are thoroughly qualified to work and further develop the Company's lode property.

Labour. At present there is no difficulty in getting Chinese, and as much as possible of the work is being done on contract. A permanent staff of Javanese for dressing ore and surface work is being collected.

Sinks. There are some 40 where time is up next month; most of these will remain on as free coolies.

Costs. The present building was condemned by the Medical Officer, owing to the prevalence of beri-beri. New lines for Chinese are nearly complete. Japanese and Malays have been engaged. The houses for Europeans are in good order, and the staff express themselves as being more comfortable than at any similar mining centre in the Peninsula.

The locality is distinctly a healthy one. It is only fair to the present mine manager to point out that before he took charge, many serious mistakes had been made, the result of which is that Mr. Burns since taking charge has been principally engaged in effecting repairs and alterations and putting everything into a thoroughly sound condition.

By the end of March, the full battery of 20 head should be continuously at work crushing say 26 days per month, 1,000 tons of stone, producing 17 tons of ore of 62% gross or 50% net, and it is intended to immediately order a further 10 head of stamps, bringing the battery up to 30 head.

Estimated profit on 30 Head Battery:

Crushing 26 days, 1,000 tons will give 17 tons ore 62% gross 287 plis. at \$10.000	
Less Duty 2%	\$200
Freight, &c. to Spot	70
	350
	1,000
	9,000
Less working expenses at mine in full per month	5,500
	3,500
Deduct Depreciation on machinery and share of Singapore charges per month	500
	3,000
add profit on alluvial	1,200
	4,200
	\$50,000 per annum.

Estimated profit on 30 Head Battery:

25 tons of ore 423 plis. \$31.50 net	\$13,200
Working expenses at Mines	7,000
	6,200
Deduct depreciation and all Singapore charges, etc.	700
	5,500
Add profit on alluvial per month	1,200
	\$58,000 per annum.

PROPOSED FUTURE DEVELOPMENTS.

The head of stamps and 4 free vanners, for which the present engine and boiler power is sufficient, should be ordered at once. This will complete the installation at Rin. There will also have to be another complete winding gear and pump for the Glan Lode, but for this there is a boiler at the mine. The cost of this and the further 10 head of Stamps and 4 Free Vanners, is about \$20,000. Should the Paku Lode turn out as well as present indications show, and after sufficient development and further proving that the Rin and Glan Lodes extend through that ground, of which there can be little doubt, then another 20 head battery could be erected at Paku to deal with the stone from all the lodes in that vicinity, thereby saving a long distance of carriage, or better still, increase the installation at Rin, using overhead wires, which would be more economical, as fewer staff would be required.

The cost of another complete installation of a 30 head battery and 12 free vanners, winding gear, pumps, &c., would be about \$38,000, but this is altogether a matter of future consideration.

A sum of money should be put aside for prospecting.

ALLUVIAL.

There are some 300 men working on the Company's land, and 200 men who are advanced by the Company on other land. The bulk of the work is being done at S. Tinggi and Glan Lode. There are also kongcoas at S. Rotan, Batu Besawah, and Semadiah.

Owing to an accident I was disabled and could not visit these mines. I am quite satisfied, however, that the advances are safe. For the China New Year Settlements some \$15,000 will be required for the purchase of ore and payment of balances due to the various kongcoas.

The net profits from this source may be estimated at \$1,200 per month for three years.

Mr. Gardner is of opinion that there is enough land to allow of work to be continued on the present scale for two or three years.

Recently funds have evidently interfered with prospecting, or endeavouring to acquire fresh land, but more in this direction should be done and the Company should be prepared to move with the times. There is plenty of scope.

The manager's house in Jelebu will require rebuilding. It is eight years old. This will cost about \$3,000.

SYNOPSIS OF OPINION.

I am of opinion that the lode workings may be considered as a sound paying concern.

The installation should be immediately increased by another ten head.

I have no doubt that before long the Paku, Glan and Rin Lodes will be sufficiently proved to warrant the extension of the installation to a total of thirty head of stamps.

Singapore, 16th Jan.

W. DUNMAN.

LATE TELEGRAMS.

From Australian Papers.

South Africa.

ADLAIDE, January 4th.

The marauding bands of Boers who recently had their retreat cut off by the British cavalry, and their capture is imminent.

De Wet is again being pressed in the Orange River Colony by General Knox.

The Boer attempt to capture the British guns at Rhenoster has been prevented.

Carrington's Rough Riders are operating in the south eastern Transvaal.

Lord Roberts and Our Late Queen.

Roberts has arrived safely in England, and was accorded a magnificent reception.

He was summoned to the Queen's presence immediately upon landing, and a long conference took place.

The Queen conferred upon Roberts the Order of the Garter and an Earldom.

Australian Volunteers.

Large numbers of Australians continue to volunteer for service in South Africa in response to Kitchener's appeal for bushmen.

Russian Aggression.

The latest news to hand relative to Russian aggression in Manchuria shows that the London Times charges the Manchukows with a gross breach of faith towards China and the Powers.

The Australian Commonwealth.

The Commonwealth demonstrations in Sydney yesterday were on a magnificent scale, and a great success.

The different ceremonies were witnessed by enormous crowds, and the enthusiasm shown was almost boundless.

The populace were convulsed with military and loyal feelings at the review of over 10,000 troops.

South Africa.

January 5th.

A strong feeling exists in Capetown that the absence of arms is the only reason that prevents a general rising of the Dutch population of Cape Colony.

It is a well-known fact that the enemy is kept well supplied with information concerning the movements of the British, and obtains reinforcements without the least difficulty in the various farming districts in which the Boers are operating.

Kitchener continues to urge upon the War Office the necessity of sending out additional Australian reinforcements.

The defence force which the Cape Government is establishing has attracted a very large number of recruits in the capital.

Lord Roberts and Our Late Queen.

During the interview with the Queen, Earl Roberts made a most eloquent allusion to the grand services rendered by the Australian and Canadian troops during the war.

Volunteers.

Two thousand volunteers have been enrolled in New Zealand, 540 in Adelaide, one thousand in Melbourne.

Sydney people are too busy just now with the Commonwealth celebrations to trouble about enrolling volunteers, but it is expected that fully five thousand men will come forward.

South Africa.

Jan. 7th.

The home authorities have made several appointments to positions in the service in South Africa.

Sir Alfred Milner has been appointed Governor of the Transvaal and the Orange River Colony.

Major Gould Adams has been appointed Lieutenant Governor of the Orange River Colony.

Sir Walter F. Hely Hutchinson has been promoted from the Governorship of Natal to the position of Governor of Cape Colony.

McCallum, the present Governor of New South Wales, has been appointed to the Governorship of Natal.

Sir Alfred Milner will retain the post he now holds of High Commissioner of South Africa.

Kitchener has determined to quell any attempt at an insurrection in the Cape, and is now pouring a large number of troops into that colony for the purpose of overawing the disaffected Dutch.

He is also enrolling thousands of recruits for the Cape irregular forces.

Several columns of British are still busily engaged chasing De Wet, who is now operating in the Orange River Colony.

The Boer Jaegers that had been formed at Fauresmith, Jagersfontein, and Ficksburg, have been looted by the British.

Those Boers who were living in these laagers have tricked over the border into Basutoland.

Russia in China.

Commenting upon Russian machinations in China, the London Times correspondent, Dr. Morrison, blames the British home authorities for their complacency.

Mr. Kruger.

January 8th.

Professor Martens, the great Russian authority on international law, has publicly stated that he considers that Kruger's contention that the settlement of the Transvaal dispute comes within the jurisdiction of The Hague Peace Conference is a most untenable and inconsistent one.

Kruger's health is reported to be very precarious. He is suffering from an attack of bronchitis, and has a weak heart.

South Africa.

Sir Alfred Milner, governor of the Transvaal and the Orange River Colony, is taking the British Government to contribute £100,000 towards assisting the Uitlanders who are in distressed circumstances as the outcome of the war.

The Boers have almost wrecked the famous and valuable Kleinfontein mines, causing damage to the extent of nearly a quarter of a million.

Kitchener is taking vigorous steps towards protecting the residents of Cape Colony from the marauding bands of Boer robbers, and the possibility of a rising amongst the disaffected Dutch.

Russia and China.

It is stated that owing to the machinations of the Chinese Court it is doubtful if China has any intention of complying with the demands of the Powers.

It is said that the Emperor is willing that Russia should proclaim its protectorate over the whole of Northern China.

Some most sensational statements are being made on the Continent regarding the aggressive movements of the Muscovites.

The *Argyll and Sutherland Highlanders*, in commenting on the "Argyll and Sutherland Highlanders," appears to imply that Salisbury is largely responsible for much of Russia's action.

South Africa.

January 9th.

Ninety thousand British troops are now engaged protecting the communications and doing garrison work in South Africa.

The greater portion of Cape Colony is now under martial law.

About an additional forty thousand men are needed to enable Kitchener to carry out his plans successfully.

It is his idea that the war will be the sooner brought to a conclusion by stationing powerful well-armed British forces at different points, so that no matter where the Boer commands and Dutch rebels move to, our forces will be in a position to successfully combat the enemy.

The widespread nature of the disaffection amongst the Dutch in Cape Colony may be gauged from the fact that a plot has been discovered which had for its purpose the destruction of the Capetown waterworks.

The farmers also definitely refuse to sell horses to the British authorities.

The British public is greatly delighted with Australia's promptness in again offering troops for service in South Africa.

Russia and China.

Russia has published a note, which states that the proclamation of the Manchurian protectorate is only a temporary affair, and that the step has only been taken for military purposes.

Great Britain openly doubts this assertion, more especially as it is known that the harbours of Port Arthur and Tientsin are being considerably deepened, and that large Russian reinforcements have been ordered to the East.

South Africa.

January 10th.

The rapid concentration of large bodies of British troops in Cape Colony, and enrolment of thousands of loyalists as volunteers is greatly impressing the majority of the disaffected Dutch.

A large number of the influential Boers in the Orange River Colony have signed and presented an appeal to De Wet and Steyn, asking them to surrender, and pointing out the generous character of Kitchener's terms.

The appeal affirms that the rule which is encompassing the Boer territories is being brought about by a small and obstinate minority who persist in keeping the field and fighting for a hopeless cause.

A brilliant victory has been scored by a force of fifteen hundred British, who completely routed eight hundred Boers under De Larey.

The Boers were entrenched in a very strong position.

Our mounted infantry pursued the retreating and demoralized enemy for fifteen miles, doing good work.

De Larey and his men had been causing much annoyance in the Witwatersrand district.

Russia and China.

Some of the American papers are becoming alarmed at the proposed Russian annexation of Manchuria, considering that this will close the country to American commerce.

They suggest that the other Powers should co-operate for the purpose of preserving the integrity of China.

The London Times correspondent has been assured that China will accept the note issued by the Powers.

The Australian Commonwealth.

The Sydney Commonwealth celebrations are now concluded and most of the visitors have left the city.

The Melbourne authorities intend to try and eclipse the Sydney celebrations on the occasion of the opening of the Federal parliament.

It is proposed to invite all the great Powers to send a warship.

Volunteers.

Over a thousand men have volunteered for service in South Africa with the Adelaide fifth contingent.

The procuring of good horses is the chief difficulty.

British Trade.

The London Times, in reviewing the state of British trade during last year, says that it is now declining, after a wonderful revival at the beginning of the year.

ST. FRANCIS XAVIER.

An interesting ceremony took place at old Goa recently when, with the sanction of the Lisbon authorities, the body of St. Francis Xavier was exposed for twenty hours. Despite the short notice that was given of the event, no less than 20,000 people visited the church of Bom Jesus, where the body has for many years been kept in a magnificent shrine built for the purpose. The last exposition of the body was made some eight or nine years ago, on which occasion over 400,000 people made a pilgrimage to Goa, and throughout the time the body lay exposed in the coffin the church was literally packed with people. Certain hours were fixed during which the sick, of which there were great numbers, were given the opportunity of being carried into the church to venerate the Saint's body, and several miraculous cures are reported to have been effected. St. Francis Xavier died in China, and the preservation of his remains is scientifically accounted for by the petrifying action of the soil in which they were buried—the features being wonderfully preserved, though the body has shrunk considerably and measures a little over 4½ feet. It is interesting to note that it has only one arm, the other having been removed and taken to Rome.

NOTANDA.

CALENDAR.

JANUARY.

Metropolitan means based on fifteen years observations to 1895.

Barometer	30.150
Thermometer	59.7
Humidity	74
Rainfall	1.145

TODAY.

WEATHER REPORT.

Barometer	30.177	30.150
Thermometer	67	67
Humidity	68	71
Rainfall	0	0

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ARRIVALS.

1844—William Pitt died.

1844—Lord Napier, W. H. C. Plowden and J. F. Davis appointed Superintendents of the Trade of British Subjects in China.

1844—Hongkong formally taken possession of by Sir J. J. Gordon Bremer.

1845—Convicts forbidden to be sent to Australia.

1851—British repulse at Lalag's Neck.

1851—General Gordon killed.

1857—The C. N. Co. steamer *Kiangchow* ran ashore on T'ing Sen, near Amoy, two natives drowned, the vessel finally got off.

1861—Argyll and Sutherland Highlanders left Hongkong.

1866—Salt junk seized by Chinese Customs in Hongkong waters.

1869—Madame Adelini Patti married to Baron Cederstrom.

1900—The deposition of Kwang Hsu is announced. Death of the Kaiser's Mother.

TO-MORROW.

Sunday, 27th January, 1901.

Chinese—24th of 12th moon of 1900 year of Kwang.

San-Rist	8hr. 45min.
Sets	5hr. 45min.
Moon—First Quarter	5hr. 29min. a.m.
High water—Morning	1hr. 38min.
Afternoon	2hr. 11min.
Low water—Morning	1hr. 24min.
Afternoon	8hr. 58min.

ANNIVERSARIES.

1847—The Corn and Navigation Laws suspended.

1859—William II. (German Emperor) born.

1875—Establishment of Amoy Chamber of Commerce.

1883—British steamer *Caribbrooke* burned and scuttled in Hongkong Harbour.

1900—Faint Albatross, the U.S. Gunboat *Whiting* in Hongkong Harbour, two men killed, many hurt.

AGENDA.

TO-DAY.

9 p.m.—Sharp. Hamston's Circus at the Recreation Ground (near the Race Course).

9 p.m.—Sharp. Pollard's Lilliputians at the Theatre Royal.

CHURCH SERVICES.

St. John's Cathedral:—Communion, 7 a.m. Matins, 11 a.m. Evensong, 5.45 p.m.

Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 7 p.m.

German Bethesda Chapel, West Point:—Morning Service, 11 a.m.

St. Francis' Church, Wanchai:—Mass (Chin.) 6 a.m., (Fori.), 7.30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road:—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point:—Mass, 8 a.m.

Wesleyan Methodist Church:—Services, 10.30 a.m. and 6.45 p.m.

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HIROSHIMA MARU	MOJI, KOBE and YOKOHAMA	WEDNESDAY, 30th Jan., at Noon.
S. Yoshizawa	KOBE and YOKOHAMA	FRIDAY, 1st Feb., at Daylight.
BINGO MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 1st Feb., at Noon.
F. Davies	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 8th Feb., at Daylight.
YAMAGUCHI MARU	KOBE and YOKOHAMA	FRIDAY, 15th Feb., at Daylight.
KANAGAWA MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 22nd Feb., at Daylight.
J. McKenzie	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 22nd Feb., at Noon.
TAMBA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 22nd Feb., at 4 P.M.
J. W. Wale		
SADO MARU		
W. Thompson		
ROSETTA MARU		
N. Tate		
KASUGA MARU		
E. W. Haswell		

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 26th January, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SILESIA	HAVRE and HAMBURG	9th February
Bahle	(LONDON with transshipment in HAMBURG)	About 28th February
FREIBURG	HAVRE and HAMBURG	About 5th March
SAXONIA	(LONDON with transshipment in HAMBURG)	About 15th March
Jäger	HAVRE and HAMBURG	About 25th March
BAMBERG	(LONDON with transshipment in HAMBURG)	About 25th March
Jacobs	HAVRE and HAMBURG	About 25th March
SIBIRIA	(LONDON with transshipment in HAMBURG)	About 25th March
Braun		
Braun		

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents, HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 7th Feb., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 2nd Mar., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 28th Mar., at Noon.

THE Twin Screw Steamship

"AMERICA MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 7th February, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent, Hongkong, 12th January, 1901.

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Mails.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 13th February.
EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 13th March.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 3rd April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 16th January, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 29th January, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 23rd Feb., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 19th March, at Noon.

THE Company's Steamship

"COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 29th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

Parcel Packages should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent, Hongkong, 7th January, 1901.

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J. S. VAN BUREN, Agent, Hongkong, 7th January, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers. Tons. Captains. Proposed Sailing.

Olympia 2,837 J. Truebridge Feb. 1

Tacoma 2,811 A. Dixon Mar. 1

Victoria 3,502 J. Pantou Mar. 8

Duke of Fife 3,821 J. S. Cox Mar. 15

THE attention of Passengers is directed to the very cheap rates offered by this line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52. Excellent accommodation. First-class Table, DOCTOR and STEWARDRESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48. The Railroad travelling is second to none in the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night. TACOMA TO NEW YORK in 4 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35. The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to DODWELL & Co., LIMITED, General Agents, Hongkong, 19th January, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, The UNITED STATES, &c.

Kvarven King 1,337 W. Wednesday Feb. 6

THE Steamship.

"KVARVEN" will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA & HONOLULU, on SATURDAY, the 2nd February.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan, Hongkong, 24th January, 1901.

NOTICE.

NEITHER THE CAPTAIN, THE AGENTS, NOR THE OWNERS, WILL BE RESPONSIBLE FOR ANY DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbours:—

ADATO, Bht. str., McIntyre—Arnhold, Karberg & Co.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
AMOY, SAMARANG and SOURABAYA	"SHANTUNG"	28th Jan., at 4 P.M.
NAGASAKI and KOBE	"HANGOHOW"	29th January.
YOKOHAMA	"WUHU"	30th January.
MANILA	"CHANGSHA"	15th Feb., at 4 P.M.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE...	"CHANGSHA"	15th Feb., at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 26th January, 1901.

OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS.	CAPTAINS.	TO SAIL.
LONDON	"FROMETHEUS"	Day	5th February.
"	"ALCINOUS"	Pulford	19th February.
"	"IXION"	Robinson	5th March.
LIVERPOOL (Taking Cargo at LONDON RATES).	"GLAUCUS"		16th February.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 24th January, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY and FOCHOW. THE Company's Steamship

"HAICHING" Captain Hall, will be despatched for the above Ports, TO-MORROW, the 27th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers, Hongkong, 26th January, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"LOONGSANG," Captain Weigall, will be despatched as above on MONDAY, the 28th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers, Hongkong, 23rd January, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY. THE Company's Steamship

"ESMERALDA," Captain G. T. Blaxland, will be despatched as above on MONDAY, the 28th instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong, 23rd January, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY. THE Company's Steamship

"AKASHI MARU," Captain K. Suzuki, will be despatched for the above Port on WEDNESDAY, the 30th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents, Hongkong, 16th January, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI. THE Company's Steamship

"MARIA TERESA," Captain Raskevich, will leave for the above place, on THURSDAY, the 31st instant, A.M.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents, Hongkong, 23rd January, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE," Captain McArthur, will be despatched as above on THURSDAY, the 31st instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.Z. Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents, Hongkong, 7th January, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO. THE Company's Steamship

"AMPING MARU," Captain S. Atsumi, will be despatched for the above Ports, on WEDNESDAY, the 6th Feb., at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents, Hongkong, 24th January, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA. THE Company's New Steamship

"DIAMANTE," Captain A. Ramsay, will be despatched for the above Port, on WEDNESDAY, the 30th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light. A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong, 25th January, 1901.

OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD AND NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

Taking Cargo to JAPAN PORTS, THE UNITED STATES and CANADA.

THE Steamship

"MONMOUTHSHIRE," This Steamship will be despatched on or about SUNDAY, the 10th February, for PORTLAND (OR.) via MOJI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any Point in the United States and Canada.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be accepted at the Office of the Under-signed until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).

For further information as to Freight rates, &c., apply to ARNHOLD, KARBERG & Co., Agents, Hongkong, 25th January, 1901.

Intimations.

ROBINSON PIANO CO., LIMITED.

HONGKONG, SHANGHAI, SINGAPORE.

MANUFACTURERS

IRON-FRAMED PIANOS.

\$215, \$280, \$345, \$400.

HAAKE, METZLER, WERNER.

WE personally searched Germany and England thoroughly and found nothing to come near these. They are altogether unequalled in the Colony. Please see them before buying.

A VERY PERPLEXING SITUATION.

The situation was just this. The lives of both hero and heroine were in extreme jeopardy. It was clear that the latter could be saved, but the hero could be rescued alone. If the man died, the woman was just as inevitably doomed.

Surely it was a moral mistake for the man to fling away his own life because he could not, by any chance, save both himself and the woman he loved!

What would happen in real life, in similar circumstances? I was writing the final chapter of a novel, and I had stuck at the above perplexity. For several hours I had mentally debated the doubt, sitting in my armchair with my feet on the corner of the writing desk.

"Assume that I am the hero," I mused, "an ordinary, everyday man in love with a woman for whom—in theory—I would give my last drop of blood: Gwendoline Manners would be the heroine."

"Put Gwendoline and myself in jeopardy of our lives—say, for instance, if that confounded reservoir up on the hill was to burst and pour down this gutter of a road like a flood!"

Somebody was knocking at my study door, I had been conscious of the rapping before, but, engrossed in thought, I had disregarded the interruption. However, the intruder was not to be denied.

"Come in!" I cried. Mrs. Bloxley, my landlady, walked in. Her face, I saw, was grey and drawn as from a sudden shock, her limbs were visibly tremble, and her teeth rattled as she spoke so that her words were scarce audible.

"Can't you hear the noise, sir? It sounds as if the reservoir's burst!"

I listened. Certainly there was a strange noise, an uncanny rumbling as if thunder clouds in the distance were cannonading along the ground.

With my landlady in close attendance, I ran to the front door, opened it, and gazed expectantly up the steeply sloping road.

There was the suggestion of running water in the distant turmoil that was quite audible. "There's been a lot of rain last month," whispered the trembling woman beside me. "The rivers swelled over its banks and done a lot of mischief. If the water from the reservoir's coming down to help swell the river."

She shuddered, leaving my imagination to picture the disastrous consequences.

What would happen, indeed? To her, to me—to Gwendoline Manners, the woman I was one day going to marry?

"Mrs. Bloxley," I said, "you have a cousin living the other end of the town; go to her immediately. You will be safe there—if ever you get there. What? Get your bonnet and shawl? For Heaven's sake don't be foolish. This house will never stand against the reservoir's flood. If you go now you may escape. If you hesitate—"

"I slammed the door at her back," I cried. "I commanded—'You may race destruction if you're nimble. Hark! The roar is growing ominously louder. The waters have got fairly loose at last. It's a race with death. Win, my good woman win!'"

I pushed her, shaking her as an aspen, down the hill. But she turned her head to ask: "An' what about you, sir?"

But I did not stop to reply. The Manners' house was up the hill, and the family, I knew, retired early. It was now close upon midnight. If, as I now ceased to doubt, the great reservoir on the summit of the hill has burst, the Manners' house was doomed to destruction. We had often decided as much in idle speculation.

What if Gwendoline and her parents were asleep?

The night was leaden grey, the hilly road tortuous and uneven, and the houses were but few, built here and there where the banks of the road had crumbled and fallen away.

Running hard, I turned the first bend in the winding hill, and there, not a hundred yards distant, stood the Manners' house, at a sharp angle of the road, the last up the hill.

Seen from where I stood it seemed to stand in the middle of the roadway, blocking all further progress, so sudden was the bend; but I knew that beyond it, a series of sharp ascents, high banked on both sides like a deep railway cutting, led far away up the winding road to the huge reservoir, the pride of the progressive town where mighty engines droned day and night to the monotonous throbings of the uneasy pumps.

A glance told me that the Manners' house was in darkness, though others showed hurried lights through open windows, where half-clad figures surrounded by fear-stricken faces protruded, doubling the sense of their own cars.

The sight fascinated me, rooted me momentarily to the spot. For the present, at all events, Gwendoline and her people were safe.

Any instant the water might swoop around the corner and carry me away in its headlong race to the river. At the moment the greater peril was with me, for the water was growing deeper, like the lash of waves upon a stony beach with the wind and the tide behind them.

If I turned the hill at once I might still escape the coming flood, and, after all, it was not certain that the Manners' house was not strong enough to resist it. One fact became very apparent to my vacillating mind; between me and the house lay a hundred yards of steep roadway, and the flooding water might meet me ere I reached my goal.

"Room!"

The roar stunned me; the trembling earth made me reel; the shriek of the frightened people leagued from their upper windows struck terror into me.

The water had struck the unsheltered side of the Manners' house, struck it like a battering-ram. The roar of the contact was still in my ears while my eyes saw the house heave and sway, crumble and fall.

Then, in a thought, the water leapt over the ruins and tossed down the hill.

I heard it; I saw it. "Let me in!" I cried to the gaping, fear-stricken faces at the upper windows. "Let me in!"

"Fly!" they replied. "We dare not open our doors!"

The lead-like, helpless horror fell from my feet and I fled down the hill, the water already around my ankles, twisting my maddened steps, pulling at my equilibrium.

Soon the volume of water caught me in its mad race, and leapt up my legs, up to my knees, my thighs, my waist. With difficulty I struggled on, the breath panting in my throat, the strength of resistance ebbing fast.

It was my inner consciousness speaking to myself as the water rushed over my head. I struck out vigorously with arms and legs, and came again to the dancing, roaring surface, to air and life and new-born hope, swept onward by the flood.

A house, with its horror-stricken occupants at the upper windows, swept past me. The high, clean banks of the roadway danced by. So rapid was my flight my head was almost constantly immersed in the ice-cold water, and it was an effort to breathe and splutter.

III. "It can't last long, that's one thing!"

I remember the thought flashing blindly above a hundred others through my lingering consciousness then, as if in sympathy, something washed against me, something warm and then, shattering, more human, terribly suggestive.

Shaking the water from my blinded eyes, I opened them as we creased a beam of light from an open window. The figure clinging beside me was that of a woman, her face raised piteously to mine.

"Gwendoline!"

She smiled; but she could not speak. The touch of the woman I loved brought courage to my quaking heart, and I clutched at her sodden gown with feverish resolve.

"Hold on to me, dear!" I panted. "Help me, sweetheart, and we will struggle out of this some-how. Fate is kind. She will not desert us now!"

One hand grasping her garment, I struck out boldly with the other—and something caught within my fingers.

It was a rope. Desperately clutching it, I felt it grow taut, felt the weight of our two bodies, surged forward by the rushing water, straining at my single arm till the muscles creaked from very torture of the strain that seemed to separate the very tissue.

"Hold on, sir! Hold on for your dear life! I've got this end of the rope tied round the bed-post. Hold on while I pull!"

It was my landlady's voice. The good soul had returned to the house and prepared the stout rope I kept by me for escape in case of fire, for possible contingencies.

But she could never haul us in against that merciless flood of water; yet, if only I could hang on till the fury had passed—

I groaned as the fugitive hope dawned upon me. My single arm was breaking! racked with the torture of the strain upon it. To hang longer was a physical impossibility. The tension was more than human flesh could endure.

Yet, if I brought the other arm to my rescue, I must release my companion, whose fainting grip of me was loosened, and save myself while she perished.

I flung the inhuman thought away with a cry of rage and shame, and, with the same cry, released my grip of the rope.

"Both or neither!" I cried. "Both or neither!"

"Come back, sir! Oh, come back!" My landlady's wail rose above the roar of the torrent. I heard it as the water beat the last fight from my bruised and exhausted body and gurgled over my reeling head, while I clutched the gown of my beloved with a fierce thrill of satisfaction.

Both or neither! Both or—!"

"Tap, tap, tap, tap—" I sat up in my armchair and listened.

Mr. Felthorpe, sir, may I come in? Is anything the matter?"

With difficulty I pulled myself together.

"Come in," I said.

Mrs. Bloxley walked into the room, and I saw a cloud of maternal anxiety cross her face and leave it.

"I knocked so many times, sir, I was afraid something was amiss." Then in softer tones: "Are you aware, Mr. Felthorpe, that it's gone midnight and you ain't touched food or sup since a half after two?"

"Thank you, Mrs. Bloxley," I murmured. "I have been busy. Let me have another five minutes and I promise to clear every platter you've laid for me. Good-night, Mrs. Bloxley. Please don't sit up any longer."

She went out and I drew again to my desk and to my manuscript. In the short time that Mrs. Bloxley had been knocking at the door I had, by an effort of imagination, and all unknown to me, solved the enormous doubt that had kept me at my desk since luncheon.

With a few notes I sketched out the end of my novel.

My hero perished with the woman he loved.—A. India.

CONCERNING TOYS.

The other day, when I was staying under the roof which had obligingly sheltered Audrey until she left it in a shower of rice, she conducted me to the nursery where, as she said, her happiest days had been spent. As to the happiest days, I did not believe in them a bit, and told her so. Personally, I look back on my nursery experience with more horror than delight. It bulked huge with ghosts, mysteries of closed doors, portentous wallings. Until the clock chimed midnight I was subject to the powers of darkness; after that, no spectre could have convinced me of its reality.

There was a vast locker in the nursery in which Audrey had first acquired her sense of humour, and from this she produced an endless variety of discarded toys. All were more or less damaged, many were mere inchoate lumps of wood which, after a careful examination, there beamed from some hint of their original condition. Audrey sat in the midst of piled confusion with an air of superstitious happiness; it was as though she said: "This is what I want to do all my life." She hugged in her arms what I conjectured to have once represented a hippopotamus. I ventured to say that it had a harassed and disturbed appearance.

"But it isn't a hippo at all," she cried. "Guest again!"

"Give it up," I said.

"My dear girl, your memory must be at fault. This was never a horse."

"Why, it's a horse now," she said affectionately.

"Well, if it's a horse to you, I suppose it is a horse," I said.

"That's just it!" she cried. "That's exactly what I was saying to you yesterday."

I remembered the discussion, Audrey had been inveighing against modern toys, and I had taken the opposite view. She had asserted that children did not care for naturalistic toys; they left nothing to the imagination. A crude representation of an animal was much dearer to them than an accurate model. They respected the elephant which was just like the real ones they had seen, and which wagged its head so realistically, but they did not love it. They didn't want to take it to bed with them. It was the same, she said, with dolls. The beautiful creature dressed up in Sunday clothes never touched their hearts; all their affection was lavished upon some tattered doll object over which they could laugh and cry without any sense of incongruity. It was the same, she asserted, with picture-books; everything was too accurate.

"But," I said, "would you have them grow up with wrong models before them?"

"Did it do any harm to your sense of form to have an impossible wooden horse to play with?"

Of course it didn't. You know the horse was wrong. You could compare it with a proper horse by just looking out of the window. But the thing with a body like a thick rolling-pin left something to your imagination."

"You're a very reactionary young person," I said. "Our modern cult of the child has always seemed to me beautifully right."

"So it is in most ways, but not in the matter of toys. It's just like this. When people begin to buy toys—grown-up people, I mean—they don't look at them from the child's point of view. They see an artistic piece of modelling and it appeals to them; therefore they buy it. Now, that's all wrong."

"I must admit that," said I. "You've almost convinced me."

At that point our conversation had been interrupted by the youngest brother, who always manages to tell me in some roundabout way what he particularly wants for a Christmas present. He began to talk about books, but I diverted him to my connection with the writing trade. He didn't want a book, it appeared; partly, I suspect, because he fondly imagines I can get any book for nothing. But there was a new cricket handbook, with all about bats in it; he could borrow the handbook from Smith's son major. By the way, had he told me that his dad had split clean up the blade? "We shall have to give him a bat, I suppose," Audrey had said. "It's a pity they're so expensive."

Well, as I watched Audrey sitting among that amazing collection of dilapidated toys, I became more and more convinced that she was right. At any rate, the child in her was awake again, and she even fell into some of the baby-talk which years before had been addressed to the contents of the locker. She bombarded me with beasts; if her aim had been a little less infirm I might have suffered severely. As it was, I escaped with a wool-stuffed zebra in the eye.

"No toy should be given to a young child," she said, "which it can't find about."

"Lay down a few more rules," I said, warning of a kangaroo.

"No toy should be too beautiful."

"Not even for girls?"

"Least of all for girls," she said, though she didn't mean it.

"Well, go on."

"No toy should be directly educational. It makes a child think that it's being imposed upon."

It was, apparently, to enforce this statement that the zebra was launched at my head.

"I'm so sorry," said Audrey. "Did it hurt?"

"No toy," I replied severely, "should be buried at a living target, even by a child like you."—A. M., in the *Pall Mall Gazette*.

EPISODES OF REPORTING.

Speaking at a meeting of the Primrose League lately, Mr. Arthur Balfour, M.P., quoted some figures over which the reporters made a mistake to the extent of a quarter of million pounds sterling. It says much for their ability that amid the great rush of modern journalism, so few blunders are made by them. In this connection it may not be lacking in interest to say something about reporters and reporting.

To start with, let us consider the Prince's blunders which arose through mishearing on the part of the reporters. In an important speech, delivered not long since by Mr. Asquith, he referred to the "pique, or temper, of the Government," which appeared the next morning in all the London papers as "peacock temper." About the same time, Sir Henry Irving, talking of "many journeys in small boats," was pleased to see it reported as "weary journeys in small boats." And it was an Exeter Hall orator who used the expression, "a double lie in the shape of half a truth," and this the nimble notetaker allowed to pass as "a double lie in the shape of half a truth."

Little slips, however, happen in all professions, but it is in smartness and resourcefulness that reporters especially shine. For instance, when the Prince of Wales visited Niagara he was behind time, and the *New York Herald* did not wish to lose the monopoly of the telegraph wires, which they had secured for their special correspondent's account. But Mr. House, the *Herald's* reporter was not to be outwitted, so he sent his editor this telegram: "What is to be done to keep the wires in our hands?" "Telegraph the Book of Genesis," replied Mr. Gordon Bennett. After this the Prince, at a cost of £150,000, was still absent. "What was the matter?" queried the reporter. "Book of Revelations," responded the editor. This was in course of transmission when H.R.H. arrived, and the *Herald's* triumph was complete.

The trial of O'Connell at Dublin (before the telegraph was worked) afforded an excellent example of smartness. The event was described by Dr. W. H. Russell for the *Times*, who had chartered a special steamer and train in order to best all their Press rivals. As soon as the verdict of Guilty was given, Russell hurried from the court and as his steamer left the dock, he sent out a cable to the *Morning Herald* saying: "The Prince of Wales is lying peacefully in the harbour. Russell reached Pimlico House Square elated at his success, and as he was going into the *Times* office, a man in his shirt-sleeves, apparently a printer, called out: "Glad to see you safely back, sir. So they've found him guilty!" "Yes, guilty," replied Russell. Next day the *Morning Herald* announced the fact as well as the *Times*. He of the shirt-sleeves was a *Herald* reporter!

When Dr. Nansen delivered his Arctic address at the Albert Hall, after his return from his expedition, before an audience of twelve hundred, that charming and witty reporter, the late Matthew Donohoe, who was then at the Press, performed a noteworthy feat. The famous explorer spoke for more than an hour, illustrating his remarks by magic lantern pictures, necessitating the hall being in darkness. Under the circumstances, the reporters had to take their shorthand notes as best they could in the dark; yet they achieved the task successfully, some of the reports being over a column in length.

Zeal for their work is also a characteristic of reporters. This often leads to death, which was the fate of Matthew Donohoe, who was killed by a bullet fired from the ranks of the Press. The famous explorer spoke for more than an hour, illustrating his remarks by magic lantern pictures, necessitating the hall being in darkness. Under the circumstances, the reporters had to take their shorthand notes as best they could in the dark; yet they achieved the task successfully, some of the reports being over a column in length.

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But a bed of roses. During the last General Election the conflict between the opposing Parties in a northern city was most keen. One night the Conservatives gathered by the thousand in a large hall to listen to a prominent leader. All went well until the middle of the speech; then there was a sudden rush of men up the centre of the room. A moment later, the Press-table was upside down, and all about it was a heap of journalists, struggling on the floor amid hats, umbrellas, overcoats, note-books, and ink-pots. Some of the contents of the latter had in one case found a resting place on the shirt front of a Press Agency representative, while the chief of the local daily's staff was turned into a sort of Moore and Burgess minstrel. By some means a quantity of ink had been deposited on his grey hair, and had wandered down his neck and over his face. The meeting was not resumed, but the reporters made much "copy" out of their discomfiture.—*Sport & Gossip*.

AN OSTRICH FARM.

Hot Springs is to have an ostrich farm. T. A. Cockburn who formerly owned the South Pasadena (Cal.) ostrich farm and who for the past two years has had a farm at San Antonio, Tex., and has just perfected arrangements for this moving on his forty birds to this place from San Antonio, having found the northern climate there very injurious to his birds.

Mr. Cockburn has secured land near the baseball park, on the electric car line, and will begin at once building his houses, and expects within thirty days to have his birds there. It is the first attempt at raising ostriches in so cold a climate, but Mr. Cockburn thinks there will be no trouble from this score, as the valley here is protected from the extreme cold by the surrounding hills, and he thinks the sandy soil especially adapted for his birds. There are but three ostrich farms in the United States, the other two being in California and Florida.

Sixteen years ago the first ostrich was imported to America from Africa for breeding purposes, and this exportation has continued from Africa until an export tax of \$500 has been placed by several countries in Africa on every ostrich exported. Mr. Cockburn has forty birds on his farm, and as the average value of a full grown bird is \$1,000 he has considerable capital invested. The principal source of revenue from the birds is the sale of their feathers. Each bird can be plucked once every nine months, and will yield at present prices about \$50 a plucking. Prices are now about 40 per cent higher than they were a few years ago. The wing feathers from the male bird are the most valuable. They are white and range in length from 18 to 26 inches, and four to nine inches in width. It is these plumes that the Knights Templars wear in their helmets. Each wing has 30 to 35 of these feathers, and they sell at from \$1 to \$1.50 each, according to size and quality. The wing feathers of the female are smaller and are white, but generally tipped with drab. The tail feathers are shorter, running from 10 to 15 inches in length, and sell for about 15 cents each. Mr. Cockburn has one of the original birds imported to America sixteen years ago. It weighs 310 pounds and stands nine and a half feet from its toes to its beak. It is 30 years old, and is named John L. Sullivan. He has, however, two larger birds, Mr. McKinley and Roosevelt. The birds weigh 340 pounds each and are over ten feet high. They are the largest birds in the United States. The average life of an ostrich is 70 years. They have been known to reach 80 years of age. They reach maturity in three and a half to four years, and at that age begin to breed. They lay from twelve to twenty eggs in a nest and will make two and sometimes three nests in a year. They lay an egg every alternate day during the laying period and begin to sit as soon as the full number is laid. During the laying period the birds are careful to turn each egg over twice a day, to prevent its becoming added from lying in one position. This they do every day while sitting also.

Mr. Cockburn is very fond of his birds and takes a great interest in the study of their habits. He says there are many valuable lessons that man might learn from them. In the first place, the male mates for life with his female partner, and if his mate will make two and sometimes three nests in a year. They lay an egg every alternate day during the laying period and begin to sit as soon as the full number is laid. During the laying period the birds are careful to turn each egg over twice a day, to prevent its becoming added from lying in one position. This they do every day while sitting also.

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Consignees.

NOTICE TO CONSIGNEES.

S.S. "GYMERIC" FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 28th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 3 p.m.

No Fire Insurance has been effected, and Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 21st January, 1901. [97c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"MORAVIA" Having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo:— From Fiume, ex S.S. *Medea*.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon on the 28th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 22nd January, 1901. [63c]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENLOMOND," FROM LONDON.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 28th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 3 p.m.

No Fire Insurance has been effected, and Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 22nd January, 1901. [97c]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA" FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED, Agents.

Hongkong, 22nd January, 1901. [4]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE. THE Steamship

"MARIA VALERIE" Having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon on the 30th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 30th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Hongkong, 23rd January, 1901. [13c]

NOTICE TO CONSIGNEES.

THE F. & O. S. N. Co.'s Steamship

"MALACCA" FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, Marked by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings Cargo:— From Madras, ex S.S. *Zulu*.

Optional Goods will be landed here unless instructions are given to the contrary before 10 a.m. to-day.

Goods not cleared by the 31st instant, at 4 a.m. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival, after which no Claims will be recognized.

A. M. MARSHALL, Superintendant.

Hongkong, 25th January, 1901. [11c]

Intimations.

MITSUI BUSSAN KAISHA

No. 6, 1st House Street, Praya Central.

Head Office—TOKIO.

Branch Office—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG, and all Ports in JAPAN.

Agents—

Milki Coal Mines.

Kanada Coal Mines.

Hokoku Coal Mines.

Onshu Coal Mines.

No. 1 Onshu Coal Mines.

Ichimura Coal Mines.

Kishima Coal Mines.

Yoshio Coal Mines.

Yamano Coal Mines.

Manoura Coal Mines.

The Osaka Shosen Kaisha, Ltd.

Tokio Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Kanagafuchi Cotton Spinning Mills.

Shanghai Cotton Spinning Mills.

Tokio Cotton Spinning Mills.

Milki Cotton Spinning Mills.

Imperial Government Paper Mills.

Onoda Cement Company.

MITSUI BUSSAN KAISHA, M. FUSE, Manager.

Hongkong, 11th December, 1900. [33]

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition, and for Voltaire and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES AND SPYGLASSES.

Nos. 54 & 56, Queen's Road Central. [12]

JUST ARRIVED.

GENUINE CHERRY WATER, ACHTES SCHWARZWALDER KIRSCHWASSER.

\$2.50 per Bottle.

H. RUTTONJEE, 5, D'Aguiar Street and 21 & 23, Elgin Road, Kowloon.

Hongkong, 21st January, 1901. [34]

A CURE FOR ASTHMA!!!

GRIMAULT'S

INDIAN CIGARETTES

Automatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of voice, Nervous coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Watery nasal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.

GRIMAULT & CO., Paris, Sold by all Chemists.

GRIMAULT'S

Matico Capsules

AND INJECTION.

Renowned Matico Capsules prescribe Grimault's Matico as the most active and at the same time the most delicate remedy in the treatment of chronic Catarrhs of the Urinary Organs, unlike Opium, have not the inconvenience of producing Nausea.

MATIO INJECTION is used in recent and MATIO CAPSULES in more chronic cases.

GRIMAULT & CO., Paris, Sold by all Chemists.

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Intimations.

CLARKE'S PILLS

are warranted to cure all cases of Biliousness, Indigestion, and all the Disorders of the Bowels, and to restore the System to its normal state.

Established upwards of 30 years, and is the most reliable of all the "Pills" in the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England.

Agents—

F. BLACKHEAD & CO., SHIPCHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS, AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM, &c., &c.

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 14th May, 1900. [18]

NEW GOODS.

PLENTY IN HAND.

D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall.

Hongkong, 30th April, 1900. [41]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for CLEMENTS' WHEELS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" the BEST.

40, QUEEN'S ROAD, Watson's Building.

NOT READY.

A PAMPHLET

ON SOME SERIOUS LOCAL PROBLEMS.

AND A FEW SUGGESTIONS FOR DEALING WITH THEM.

BEING A LECTURE DELIVERED BEFORE THE ODD VOLUMES SOCIETY.

BY MR. H. E. POLLOCK, Barrister-at-Law.

To be obtained at the Office of This Paper. PRICE 50 CENTS.

Hongkong, 1st June, 1900.

NOT READY.

AN ACCOUNT

OF THE RECEPTION OF H.M.S. "TERRIBLE," IN HONGKONG AND THE FESTIVITIES CONNECTED THEREWITH, WITH A WOODCUT OF THE "TERRIBLE."

To be obtained at the Office of This Paper. PRICE 30 CENTS.

Hongkong, 1st June, 1900.

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUIAR STREET.

H. RUTTONJEE, 5, D'Aguiar Street.

Hongkong, 27th April, 1900. [13]

NOTICE.

THE OFFICES OF THE "HONGKONG TELEGRAPH" have This Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & COY.) to which address all communications should be addressed.

ETH. F. SKERTCHLY, Manager.

Hongkong, 1st May, 1900.

The Share Market.

LATEST QUOTATIONS.

(January 26th)

Companies Paid up Capital Latest quotation.

Hongkong & Shanghai Banking Corporation, Ltd. \$125 35 1/2 premium

The Bank of China & Japan, Limited. 2 5 Nominal

The Bank of China, Ltd. 2 5 1/2

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